

MIGHTY SYNDICATE WILL HANDLE LOAN

Continued from First Page.

tinued fifteen years ago. It was also said that members of the English and French families of Seligman are serving to-day in the armies of those countries and at least one member of the family is in the Belgian army.

The members of the Anglo-French commission were out of town yesterday. Sir Edward Golden was resting at the Traymore, Atlantic City. Octave Homberg and Ernst Mallet were at the home of former Ambassador Robert Bacon

in Westbury. Baron Reading, Lord Chief Justice of England, chairman of the commission, left the Biltmore yesterday morning to spend the day with friends. Sir H. Babbington Smith and Basil B. Blackett went to Long Island to visit friends of Mr. Blackett. They returned to the hotel late last night, but would not be seen.

The conference will be resumed this morning "somewhere uptown." The meeting place is kept a very closely guarded secret, but it is at a place where the big men of the financial section and the members of the commission can meet without attracting attention.

LOAN NECESSARY TO U. S.

But Paris Newspaper Says Allies Must Send Gold In Return.

Special Cable Despatch to THE SUN.

PARIS, Sept. 19.—In commenting on the proposed Anglo-French loan in America the financial editor of the *Journal des Debats* says:

"Whatever form the Anglo-French loan in the United States takes, American financiers seem to comprehend that the operation is necessary to the interests of the industry and commerce of the United States. Any largely exporting country must grant facilities for payment or its trade diminishes.

"But it would be a great mistake to consider that such a loan annuls the necessity for the Allies sending gold to the United States. If 2,000,000,000 francs (\$400,000,000) of gold were sent it would immediately augment the issue of paper money and the monetary plethora would find relief in direct and indirect subscriptions to the Allied loans."

WORRIED OVER LOAN.

**Knoible Sees Loss to Bankers
When Germany Rules Britain.**

PATERSON, N. J., Sept. 19.—A crowd of 5,000 persons, principally of German and Irish extraction, cheered loudly this afternoon when two speakers at Regina Roost, West Paterson, protested against the proposed billion dollar loan to Great Britain and France. The meeting was held under the auspices of the Independence League of Passaic County.

Alphonse C. Koebke, ex-president of the German-American Alliance of New York State, now president of the United German Societies of New York city, pre-

difficult to force repayment of the loan if it is made.

"Germany will win this war," said Koellie. "She cannot and will not be defeated in her fight for the freedom of the seas. She must come out victorious in order to put England in her proper place."

Mr. Koellie reasoned that as the Allies appear reverse, the American bankers will consider it in their interest to continue to lend them money, until the total amount is much larger than that now suggested.

"Then when the German eagle flies over England," he added, "Germany will be in a position to tell our bankers to wait for their money."

Jeremiah O'Leary, president of the American Truth Society, addressing his remarks chiefly to the Irishmen present, compared the English and French loan commissioners now in this country to "burglars."

"Are you willing to let them go back home taking your savings with them?" he asked.

"Not while there's any powder left," a man in the crowd shouted.

It was said that resolutions protesting



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BRITISH LINER AFIRE.

The *Athenia* Is Reported Abandoned at Sea.

HALIFAX, Sept. 19.—Wireless messages received here late to-night announce that the Donaldson Line steamer *Athenia* is on fire at sea and has been abandoned.

A message to the Dominion Maritime Department said the Anchor Line *Tuscania* had previously been reported standing by, and it was thought here that she had taken off those on board.

The steamer was bound from a British port, believed to be Glasgow, for Montreal or Quebec. It was believed here that there were few if any passengers on board.

The burning steamer was abandoned according to a message received late to-night from Capt. McLean of the Anchor liner *Tuscania*, which stood in response to wireless messages. There was no word of the fate of the crew or possible passengers.

MONTREAL, Sept. 19.—The vessel reported on fire in the Atlantic is not the passenger liner *Athenia*, according to the Montreal *Referee*, which says the *Athenia* is a freighter of the Donaldson line, who received advice to-night that the boat on fire was the *Athanae*, a former German vessel, which was being taken to Halifax as a British prize.

The local agents declare that the *Athenia* left Glasgow yesterday for Montreal, and that therefore she could not have possible been very far out at sea. The *Athenia* was a steel four masted twin screw steamer, built in 1904 by Vickers & Maxm. Limited of Harrow

England, for the Donaldson Line, a British company.

The records here do not contain the name of the ship. They do list the Athena, a ship of 2,700 tons, and belonging to the Deutsche-Levante Line, a German concern.

BISHOPS STAND BY ANTHEM.

Canadian General Synod's Action Is Reversed.

Toronto, Sept. 19.—The action of the General Synod last Friday in excluding the second verse of the British national anthem from the Canadian hymn book has been reversed by the House of Bishops.

"In time of war and tumult," the

There has been a remarkable outburst of feeling among Canadian churchmen since the passage of the resolution excluding the verse. When the action of the Bishops was reported to the synod delegates stood on their chairs and cheered. R. J. Reinson, the acknowledged chaplain, led the singing of the restored verse.

nought Must Be Replaced.

PHILADELPHIA, Sept. 19.—The great might North Dakota, one of the most powerful battle ships of the United States navy's "first line," will be virtually useless until she is equipped with new engines at an expenditure of between \$1,000,000 and \$1,500,000.

This statement was made at the Philadelphia navy yard today. It will take possibly eighteen months to make the changes necessary. Turbine engines installed in this ship have proven a failure.

It also was learned today that the new torpedo boat destroyer, built at such bad condition that it was out of commission for a year.

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